

## Chapter 1 : Honda XRR and XRL - Wikipedia

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While the engineers at Honda fiddled with the possibilities of punching out the two-valve, cc motor, they ran into problems with reliability and settled for a down-sized motor. The tried-and-true was a machine designed for the play rider with its docile motor and average suspension units, and it did the job it was intended to do. Though the cc bike was a popular choice with the consumer, and probably the best enduro effort ever offered by Honda, it was hurt by its displacement. With this in mind, the Honda engineers channeled their efforts toward building the best four-stroke they could. Instead of being a percent play and percent serious machine, it is now percent serious and percent play. They kept the same compression ratio but dropped the twin 24mm carbs of the past in favor of a single 30mm unit. By redirecting the oil away from the mag, they have helped keep things cool and assisted the power increase. With the box-section front downtube and the addition of a lightweight, rigid chassis, the old world theory of a fat four-stroke has been reduced immensely. The dimensions of the bike have been altered to allow for a slight increase in the trail and rake from 26 degrees to 27. It still turns with the prowess of the older XR, and has forgiving manners in the sand. They are similar to the motocross legs on the mighty Honda CR's fully adjustable Kayaba units. The travel has been increased one full inch over the previous , from ten to 11 inches, and the performance of the forks would have to be rated as very good. While the action is plush and leans toward the soft side, they should make the Eastern rider happy. In the small bumps they perform flawlessly by sponging up any obstacle they come across. They bottom out hard, and transmit the shock directly to the rider. A quick and painless remedy is to increase the oil level from six inches from the top of the tube to five inches. The result is instant relief for the rider, who can then attack obstacles with little fear. In the backyard, Honda kept the engineering ball rolling. Our first ride on the XR was an exercise in frustration as the Pro-Link swapped, hopped and smacked like a wounded giraffe. The problem lies in the lack of available rebound damping, and only after we set the sag and maxed out the rebound clicker did the action calm down. We feel the shock is the one weak link and definitely needs work. While they were busy increasing the travel of the shock, Honda put the magic wand on the wheelbase and coaxed another 3. With a competitive length wheelbase, the XR has better straight-line stability. It still tends to hunt and wander a bit, but its overall performance is exactly what the Honda boys had set out to accomplish. It carves a razor-sharp turn with the right amount of rider input and can haul some serious timber over the straight-line nasties. The front disc brake is a twin-piston caliper unit that slows down the rolling Honda nicely. A quick-change rear wheel cuts the time of removing the wheel in half, over the older design. An ingenious clamp system does away with the time-consuming chore of readjusting the chain after pulling the wheel. Speaking of the wheel, Honda has finally dropped the inch wheel of the past. The safety seat has also been updated, and the result is an excellent seating position for all riders. Enduro goodies include a tubular aluminum engine guard that replaces the old skid plate. A rear-fender-mounted tool kit and quick-change air filter that requires no tools to remove are now standard. A cheaper re-settable odometer is stock equipment. After we performed our cures on the forks and did our best with the rebound damping, we lit out on the trail. As anyone can attest, going from two-strokes to four-strokes requires an adjustment. The instant snap of the two-stroke mill is replaced by the mellow thump of the four-stroke. But, if you give the four-stroke half a chance, the bike grows on you. The broad powerband is just that's long and broad. During the course of one of our rides, a rather monstrous precipice was attempted by our group which consisted of one Open two-stroke, one competition two-stroke enduro , and the XR. The Open bike conquered the hill with sheer brute power, and the two-stroke slithered and squirmed and finally cleared the hill. Next was the XR, which chugged its way to the top without a snivel. On fast, wide-open terrain the XR holds its own nicely. The action of the clutch and tranny is flawless, but an inconsistent starting pattern had us confused. Sometimes she would fire on the first kick, and at other times it would require half a dozen. Another complaint is the low footpeg height. More than once we had our feet repositioned by the shrubs on the desert floor. Soon we altered our style to the toes-up position. Make a competitive, fairly lightweight four-stroke with advanced suspension

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and make it fast. They designed it for the Eastern enduro rider, and it will make the East Coast pilot mighty happy. But the desert destroyers and Western bark busters will be lining up to bag one of these new XRs as well, and the sound of the off-road class might never be the same.

**Chapter 2 : Honda Xrr Wiring Diagram - Engine Diagram And Wiring Diagram**

*manual honda xrr Fri, 21 Sep GMT manual honda xrr pdf - View and Download HONDA XR owner's manual online. XR Motorcycle.*

For years the red-headed stepchild in the XR line, the finally got a serious upgrade in Honda Today, Honda is a four-stroke company. They produce four-cycle powered lawn mowers, watercraft, weed eaters, generators, ATVs, cars, and of course, motorcycles. There is not an oil-burner to be found in their product portfolio. They were the last of the Big Four to produce a two-stroke and first of the Big Four to completely abandon them. In , the serious Enduro world was dominated by the Europeans. Even when the two-stroke was king, Big Red steadfastly stuck to producing valve-andamp;cam racers. Introduced for the season, the little silver thumper went head-to-head against the two-strokes of its day and introduced a generation of young racers to the joys of Honda ownership. Using air-cooled OHC four-valve singles, the and were billed as legitimate alternatives to the lightweight two-strokes of their day. Saddled with the weight of a , the power of a , and a peculiar inch front wheel, the XR was a fun play bike, but not much of a racer. In addition to the fancy shock, the XR received new sleeker bodywork and a change in front wheel size from the bizzaro inch to a more conventional inch. While this was a welcome change, the peculiar decision to move away from the industry-standard inch rear to an oddball inch rear left many riders scratching their heads. With its cc and four valves per cylinder, the XR was torquey, but not very fast. Early XRs made far better play bikes than serious racers. Dirt Bike In , Enduro was still king, and in that arena, the easy-to-ride XRs could be a viable mount at least in the amateur classes. Unlike modern GNCC racing, which is basically a motocross through the woods, Enduro racing was as much about consistency as outright speed. Staying on time was the key, and a smooth and tractable bike made that job easier. The XRR was no powerhouse, but it was pleasant and easy to handle. If the race was really tight and snotty, the XR actually had a shot at keeping the two-strokes in sight. If the course was more wide open, however, the smokers were going to leave the poor thumper in their dust. In , Honda made a huge jump forward with the XR line. For , Honda tried to address the power deficiencies of their XR line by introducing an all-new motor design. Making its debut on the XRR and XRR, the new engine used a hemispherical combustion chamber, narrow-angle valves and a centrally-located plug to provide a faster and more efficient burn than the old Pentroof design. The advantages of the RFVC over the old Pentroof design were its higher compression ratio, greater valve area and more efficient burn characteristics. In addition to the new heads, the new RFVC motors used an advanced dual-port intake that allowed a smoother and longer flow of power. Using a pair of piston-valve carbs 26mm on the XRR and 28mm on the XRR , the new XRs fed fuel to the motor from one of two intake runners based on throttle position. From idle to half-throttle, the engine drew fuel from one carb, for a smoother and more precise response. Past half throttle, the second intake circuit opened and the motor drew fuel from both carburetors to boost top-end power. Working in stages, the two mixers were designed to provide a wider powerband. While innovative, the dual intakes made tuning the new XRs much more difficult than before. For , it was back with an all-new motor, chassis and suspension. The new bike ditched its XR roots and instead took its lead from the smaller and more nimble XRR. It featured the same four-valve head, air-cooled layout and dual-carb intake. The new suspension punched up the travel to inches front and 9. In , Honda gave the XRR a major redesign that upped the power and shaved the weight. This time, based on the XRR instead of the XRR, the new bike was far smaller, lighter and more nimble than before. Dirt Bike Although much improved over previous XRRs, the versions were not without fault. Chief among these deficiencies were its overly soft valve springs and propensity for running extremely hot. If run hard, these XRs tended to cook their oil and float their valves with predictably horrible consequences. The new chassis was much more compact and overall comfort was better than ever. The new RFVC motor was pleasant and revved higher than ever before, but power was not in overabundance. The new dual carbs also made jetting the bike a real hassle and if they ever got out of sync, you were in for a world of frustration. The new motor retained the wet sump design of the old mill and shared its habit of running very hot. The quirky inch rear rim also remained, a feature Honda claimed lowered the seat height at the expense of rubber

selection. Even with the additional travel of the new suspension, the XR was much happier at pattering over roots than pounding through whoops. Overall, it was a huge improvement, but still no thoroughbred. Both bikes featured major improvements that upgraded their competitiveness. The new motor retained the RFVC head design, but boosted torque with a longer stroke and increased displacement. The rest of the bike was just as new as the motor and the chassis, suspension and ergonomics were all greatly improved for In , Honda finally got the four-stroke formula right with the excellent XRR. Dirt Bike The new cc up from cc in motor came on stronger down low and pulled harder over a broader range than , but it was still soft compared to a two-stroke of similar displacement or even a for that matter. The bike had excellent torque and a wide powerband, but not a lot of thrust past the midrange. The suspension was still too soft for any high-speed work and at pounds, it was no lightweight. Overall, the new was by far the most competitive XR to date, but still not in the same league as best Enduro bikes from Europe. First up was an all-new motor that aimed to beef up the torque on the rev-happy Learning from what had worked the year before, Honda decreased the bore and increased the stroke on the cc mill. Overall displacement remained the same, but now it was an oversquare 73 x The new motor retained the air-cooling of the old design, but added an external oil cooler and second rotor for the oil pump to combat its habit of roasting the oil. The XRR featured a redesigned motor that boosted torque and increased overall power. The new RFVC motor retained the cc displacement of the old mill, but featured a smaller bore and longer stroke. Inside the motor, the six-speed transmission, gear-driven counter balancer and clutch were all carryovers. The low-end torque was much improved over previous XRs, but peak power still lagged well behind two-strokes of similar displacement. Dirt Rider In the chassis department, Honda looked to address the major complaints people had voiced about the outgoing design. Chief amongst these were its lack of stability and flimsy suspension. The all-new chassis the frame is shown in white, superimposed over the red XRR frame on the XRR stretched out the rider compartment and extended the wheelbase a full 3. In order to remedy this, Honda both redesigned the frame and beefed up the suspension components for First up was a round-filing of the old 38mm forks in favor of a set of beefy 41mm Kayaba units. These components were similar to the ones found on the CRR, but 2mm smaller in size. Overall travel was also bumped up from 9. The new motor maintained the wet-sump lubrication system and air-cooling of the old design, but featured several improvements to help keep the new XR from roasting its vital fluids. Along with an increase in oil capacity, engineers added a second rotor to the oil pump and a small oil cooler to help keep temps under control. Honda New tubular aluminum engine guards replaced the full skid plate of They were lighter and less prone to collecting mud, but less protective. On the frame side, Honda stretched out the riding compartment by moving the steering head forward an inch-and-a-half and lengthening the overall wheelbase a full 3. Overall steering geometry remained very similar, with a 0. The new chromoly steel frame was also much stronger for , with a large box-section downtube and additional bracing throughout. Rocks and roots were taken in stride, but whoops and jumps overwhelmed its marshmallow-soft springs and inadequate damping. Honda On the trail, the XRR was a much-improved machine for The redesigned bodywork and new saddle allowed much easier movement fore-to-aft and the bike was far slimmer through the middle and up the tank. The new chassis was excellent at slithering through the trees and much less spooky at speed. The new forks offered much less flex, but they were still too soft for anything other than tight woods work. There were 21 adjustable compression settings and Schrader valves that allowed for air to be added, but without stiffer springs and a re-valve, they were going to continue to be more adept at roots than whoops. An all-new new Kayaba damper offered more travel and a wide range of adjustments, but the same old performance. Like the forks, it was better at rock hopping than double-jumping. Honda Out back, the new shock was similarly too soft for anything approaching race speed. There were 16 available compression settings and 4 rebound adjustments, but even with these cranked all the way in, the shock was a busy, hopping mess. In deep sand whoops, the XR was a massive handful and it was best to back off, rather than risk being ejected into a yucca bush. Any leaps higher than your average milk crate were likely to greet you with a metal-to-metal clank at both ends. Dirt Bike On the motor front, the new XR was torquier than ever, but still no stump puller. As with previous s, the best method was to keep it pinned and row the excellent six-speed gearbox. There was good low-end and a solid midrange, but not a ton of top-end thrust. Compared to previous XRs it was a big

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improvement, but line it up next to a two-stroke and you better hope they were going to foul a plug. On the detailing front, the XR was mostly excellent, with a few disappointments. The new oil cooler lowered engine temps a full 27 degrees centigrade according to Honda, but without the benefit of an external oil tank, the bike continued to run very hot when pushed. Starting was also hit-or-miss, with the bike taking between one-to-a-dozen kicks when cold, and five-to-five-thousand when hot. The new quick-detach rear wheel was certainly a plus and the switch back to an inch rear wheel made tire choices much easier. Braking was a mixed bag, with an excellent Nissin dual-piston binder up front and a pathetic and fade-prone drum in the rear. With some minor mods, the XRR became a much more competitive Enduro mount. Ditching the stock boat-anchor muffler, opening up the airbox and re-jetting the carb yielded impressive power gains, while a step up in spring rate front and rear made the bike more capable out of the woods.

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